



Fiscal Year 2000
Alaska District Success Stories
Annette Island- FUDS, Annette Island and C3 Zones



Lifted pipeline

FUDS PROPERTY NAME: Annette Island Airport

FUDS No.: F10AK0051, F10AK0423

LOCATION: Annette Island, Alaska

PROJECT DESCRIPTION

The Annette Island Airport is located on the Annette Island Indian Reserve in southeast Alaska, approximately 20 miles south of Ketchikan.

Remediation of the environmental impacts from World War II airfield/defense base on the Annette Islands Indian Reserve occurred during 2000. Potential contaminants of concern included hydrocarbons, PCBs, unexploded ordnance, solvents and mercury.

FUDS is working in a cooperative effort with the Metlakatla Indian Community (MIC), FAA, BIA and USCG to investigate and cleanup the impacts of past federal government activities on the Metlakatla Peninsula of Annette Island. Annette Island is the only Indian Reserve in Alaska; the home of the Metlakatla Indian Community since 1887.

As the result of an environmental review conducted in 1997, a Memorandum of Understanding (MOU) was signed by the MIC, USAED, FAA and BIA to cooperatively address environmental issues at over 95 sites identified for investigation and cleanup. The USCG and FAA are working with the other agencies as an informal member of what is now called the MOU Work Group.

A Coordinated Comprehensive Cleanup (C3) Plan was developed by the MOU Work Group to outline remediation work needed at the sites. The C3 Plan is being used effectively as a tool to aid the federal agencies and MIC to maximize coordination and efficiency of the cleanup efforts.

COST SAVINGS

Cost savings to the FUDS Program is a result of shared mobilization and demobilization costs with other agencies and shared resources and coordination. On FUDS alone, \$202,000 has been saved in two years.

Direct Cost Savings from Multiple Federal Agency Coordination is as follows:

	1999	2000	Forecast 2001	Total
FUDS	73,000	129,000	139,000	341,000
FAA	108,000	208,000	240,000	556,000
USCG	0	0	98,000	98,000
BIA	95,000	5,000	85,000	241,000
TOTAL Dollars	276,000	342,000	562,000	1,236,000

SCHEDULE SAVINGS

Using the flexible contracting mechanism of the TERC has allowed re-direction of work without delays to negotiated scope changes. This has resulted in over 12 months of schedule savings over a two year period. The work in 2000 was completed 1 week ahead of schedule and \$130,000 under budget.



Pipeline 6 – tapped cut and capped



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OTHER PROJECT SUCCESSES

Subcontracting Performance

	<u>Actuals</u>	<u>Goal</u>
Large Business	15%	-
Small Business	85%	60
Small Disadvantaged	44%*	10
Women owned	2%*	0

*Subset of small Business

Local Hire:

Only includes local hires in Metlakatla.

METLAKATLA	1999	2000	Planned 2001	Total
Total field workforce	13	14	15	42
Local field workers	6	7	8	21
Percent local hire	46%	50%	53%	50%

TERC Contracting

The TERC contracting vehicle has been used effectively to respond the dynamic character of this project. With the cost-reimbursable contracting mechanism, the TERC has been ideal to accommodate the changing priorities and schedules resulting from the coordination through the MOU Work Group.

PUBLIC INVOLVEMENT

Community outreach has been spearheaded by FUDS with a Community Involvement Plan, attendance at two community celebrations, briefing papers, newsletters and facts sheets, and establishment of a combined FUDS/FAA administrative record. The community outreach has been very well received by the MIC.

NATURE OF SUCCESSES

The success of the Annette Island C3 Zone plan remedial action at Annette Island can be attributed to partnering between the federal agencies, use of the TERC contracting vehicle to support all of the agencies, and cooperative technical planning with the MIC being actively involved. The MOU work group has been highly successful in sharing data, coordinating work schedules and combining community outreach efforts.

Major Accomplishments:

Use of the C-3 Plan and the active participation of the USAED in the MOU work Group have resulted in common technical approaches, reduced mobilization and demobilization costs and efficient use of resources, including local labor.

In fiscal year 2000, FUDS

- Drained and decommissioned 10,000 feet of fuel lines;
- Removed and disposed of over 9,000 gallons of fuel, oil and oily-water; thereby removing the possibility of a release to the environment;
- Cleaned up mercury-contaminated soil near a water reservoir;
- Performed release investigations at a former military hospital and former Yellow Hill water treatment plant and several drum dumps;
- Conducted a background study to determine the levels of naturally-occurring metals and chemicals in the soil and waters; and
- Initiated the historical documentation of almost 200 WW II buildings and installations associated with the airfield to comply with the National Historic Preservation Act (NHPA)



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